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The Daily Press.

HONGKONG, JUNE 15TH, 1903

A short time back an apparently inspired and cautiously written article appeared in the Morning Post upon the subject of the military development in China, with regard to which so many conflicting statements have come from time to time. Taking some remarks of Sir ROBERT HART, published shortly after the Boxer rising and an article by Captain KIRKPATRICK SMITH in the Empire Review as his texts, the writer reviews the whole question with noticeable knowledge of its various bearings, and deals with it, with an amount of impartiality which has not always been shown by those who have written upon the matter, and who have too often shown themselves manifestly influenced either by prejudice or by the desire to serve some distinct political object. In this respect the opinions expressed by Sir ROBERT HART, to which reference is made, may be taken as open to some suspicion of bias. Not that he would intentionally misrepresent the matter; but that from his position and surroundings he is likely to lean rather to the view which the Chinese themselves take of the subject than to an exact estimate of its merits according to the facts so far as they can be ascertained. Even with regard to the bare facts, it must be borne in mind that an official in the Chinese service, however high placed and experienced, is likely to be dependent upon Chinese sources of information; and, as we all know, there are no people more adroit than the Chinese in putting their own colouring upon facts, when they desire to convey a particular impression. Sir ROBERT HART, it will be remembered, pointed to the effects which would be produced

by "twenty millions or more Boxers, armed drilled or disciplined and animated by patriotic, if mistaken, motives, who would make residence in China impossible for foreigners, would take back everything that foreigners have taken from China, would pay off old grudges with interest and carry the Chinese flag and Chinese arms into many places that even fancy will not suggest to-day." The writer thinks there are signs that this prophecy may one day to some extent be fulfilled, but having said so much he is careful to qualify his assertion by a fair estimate of the actual facts so far as they are known, and which give much significance to the "some extent" to which the prophecy is thought likely to be realised. That China is making an effort to improve her military system is, of course, well known; and Captain KIRKPATRICK SMITH points out the direction in which this improvement is being attempted, namely in centralising the Army and doing away with the old system of relying upon provincial levies. Thus it will be seen that the military question in China is of the same nature as the civil problem, namely the necessity for bringing about more real centralisation; and working up a national, in place of the intensely provincial, sentiment, which has hitherto in reality (though quite contrary to theory) been prevalent throughout the Celestial Empire. When the matter is frankly looked at from this point of view the difficulties in the way of arriving at the supposed twenty millions of thoroughly disciplined and organised troops becomes apparent. The efficiency of the Chinese army upon any large scale will be dependent upon the manner in which it is administered more than upon the mere drilling and disciplining of the troops. Upon this point the writer of the article which has called for these remarks is prudently reserved. He says, with truth, that "large and well equipped training colleges for officers have been established, and a number of Chinese have been sent to Japan, Germany, and France to receive military instruction," but significantly adds "that the administrative side of the work connected with the new troops is free from the corruption which taints official activities in China is improbable, but the success with which some of the divisions have been maintained and equipped suggests that more honest and efficient methods are being introduced." This is an unfortunate admission to have to make; but no one dealing with the subject fairly could leave the fact unnoticed. Corruption is the old trouble that underlies all reforms in China; and in no direction are there greater facilities for malpractices of this kind than in connection with an Army. Then there also comes for consideration the bona fide question of money for maintaining a vast body of men; and when an army of "twenty millions" is spoken of as a possible contingency, this question assumes somewhat large proportions. Even at present there it is found difficult to obtain money for the support of the troops that have been raised by the energy of YUAN SHI-KAI; and if such is the case, we can easily see a limit to the exaggerated estimates of China's military powers that have so often been made. On the whole, there is not by any means so great cause for apprehension on this score as has often been represented. The Chinese would always be impatient of the expense of maintaining a very large Army on a peace footing, and it would be necessary to do so, in order to have one in the event of war. The idea that China will become impregnated with military ardour, and endeavour to make conquests abroad as she did in old (now very old) times, is negated by all we have known of late years of her traditions and instincts; and it is only upon such a supposition that the idea of her organising any such extensive military preparations as have been suggested can be entertained. That she should have an improved military force upon which the Central Government can rely would tend to the preservation of internal order; and this is probably what statesmen like YUAN SHI-KAI see clearly and wish to provide for. An attempt to militarise the whole nation upon so large a scale as to be a menace to her neighbours and more especially to Japan, would in all probability lead to the opposite result.

To-day is the twentieth anniversary of the accession of Emperor Wilhelm II of Germany. The proclamation by the Governor prohibiting the exportation of arms and ammunition is repeated in the Gazette.

The Civil Service sports, which should have been held on Saturday, had again to be postponed on account of the rain.

A cooling, brought before the Magistrate on Saturday charged with attempting to commit suicide at Yamati the previous day, gave as a reason that he was poor and friendless. He was remanded, pending inquiries.

At noon on Saturday the plague total was 743 cases.

At the Marine Court on Saturday the coxswain of a launch was fined 25 for discharging ashes into the harbour. He pleaded that he had no time to sweep up.

A Chinese foreman employed on the Kowloon-Canton Railway met with an accident at Yamati on Friday. He attempted to board a passing locomotive but failed and fell back, his right foot being caught in the wheels and crushed.

Rule 45 of the Hongkong Volunteer Regulations, 1903, is cancelled by a regulation made by the Governor-in-Council and the following shall be substituted for, and read in lieu thereof:—"45. All Hongkong Volunteer Corps Regulations previous to this date are hereby revoked."

The movement to establish a Belgian-Japanese Bank in Japan is reported to be making good progress. The Japanese papers report that if the Kobe promoters will subscribe half a million yen toward the capital the main office of the bank will be established in Kobe, but if the amount subscribed is less than the above amount only a branch office will be established there. The Kobe men are, however, more in favour of the Franco-Japanese Bank.—"The Kobe Herald."

The premises occupied by Messrs. Dis Brothers in Wyndham Street were burglariously entered on Friday night and goods to the value of \$150 were stolen. The thief had gained an entrance by breaking a fan light above the front. He pried open all the drawers and took away with him a roll of lining. Less than a month ago an attempt was made to enter the premises from the rear. Bloodstains indicated that the thief on Friday night had cut himself on the jagged glass of the broken window.

The Rev. Mother Superior of the Home for the Poor, Italian Convent, Wanchai Branch, requests us to acknowledge the generous donations noted below:

The Hon. Committee in charge of the Funeral Service of their Majesties the late King and Prince of Portugal, by the Hon. Treasurer Mr. H. M. Ross

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A Kind Friend	10.00

Readers contemplating a visit to Japan will be interested in the announcement appearing on our front page of the opening of a new strictly first class hotel at Kobe, designated the "Tor Hotel." It is most pleasantly situated and has among its attractions extensive gardens and pleasure grounds. The hotel, which is under the management of Mr. W. A. Martin, has accommodation for 200 guests and the advertisement shows that the appointments are such as to ensure the comfort of guests to a degree unsurpassed by any other hotel in the Far East.

Mrs. Evelyn Thaw is suing the proprietor of the Knickerbocker Hotel, New York, for \$25,000 for alleged libel. The action arises out of an incident which occurred several weeks ago at the Knickerbocker Hotel. Mrs. Evelyn Thaw, in the company of Mr. E. R. Thomas, a prominent business man, went into the grill-room to dine. They left in a few minutes, and, according to their story, they were obliged to do so "owing to the stringing and vulgar attentions of the diners." The proprietor, however, publicly stated afterwards that they were asked to leave, says the "Central News." Hence Mrs. Thaw's indignation and the action for libel.

At the meeting of the Council of State presided over by King Manuel on May 7 the decree granting an amnesty for political offenders, excepting those connected with the assassination of King Carlos and the Crown Prince, in commemoration of the King's proclamation was submitted to his Majesty for signature. The King afterwards received in audience several of the foreign Ministers accredited to the Portuguese Court. His Majesty and Queen Amelia also received a number of members of the aristocracy, civil and military officials, and various other persons who came to congratulate his Majesty on the occasion of his proclamation.

For a good many years the British India Company ran a line of steamers to Queensland ports by way of Torres Straits, but since 1900 this company's service has taken the Cape route. This does not, apparently, quite fall in with the views of Queensland, whose Agent-General has been inviting tenders for a four-weekly service between Brisbane and London, calling at various North Queensland ports, and proceeding via Torres Straits. The employment of vessels of moderate tonnage and with large refrigerating space is pointed at, and apparently it is to be made a condition that only white crews shall be engaged. Emigrants are to be carried at \$12 "per statute adult." From the point of view of the Queenslanders, Torres Straits presents the natural route to Europe, and although it is credited with being not altogether free from navigational dangers, it was not to be expected that its re-employment in the manner now proposed could be very long delayed.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Socotra* left Singapore for this port on the 12th inst. at 8 a.m.
The N.Y.K. str. *Yokohama Maru* (Bombay Line) left Singapore for this port on the 11th inst. and is expected here on the 13th inst.
The Boston str. *Shammut* arrived at Kobe on the 13th inst.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE NAVAL DISASTER.

LONDON, June 14th.

Captain Lunsden of the "Gladiator," which was rammed by the steamer "St. Paul" in the Solent has been reprimanded by a Court Martial and dismissed from his ship.

SUFFRAGETTES.

LONDON, June 14th.

Ten thousand suffragettes demonstrated at the Albert Hall.

BOXING CHAMPIONSHIP.

LONDON, June 14th.

Burns defeated Squires for the boxing championship of the world.

CHINESE ON BRITISH SHIPS.

LONDON, June 14th.

Mr. Churchill announces restrictions on the employment of Chinese sailors on British ships.

SIR ROBERT HART INTERVIEWED.

LONDON, June 14th.

Sir Robert Hart believes in the ultimate suppression of opium, the gradual elimination of foreigners from the Customs, the great spread of Western education; and that China would become a world power. He said the Government favours missionaries.

OBITUARY.

LONDON, June 14th.

Sir John Day is dead.
The deceased knight is better remembered as Mr. Justice Day, having sat in the Queen's Bench Division of the High Court of Justice from 1852 till 1907. He was born in June 1826.

[REUTERS' SERVICE.]

THE KING IN RUSSIA.

LONDON, June 14th.

Their Majesties the Tsar and King have been appointed British and Russian Admirals respectively. The King left Reval at three o'clock this morning. The Tsar yesterday inspected the British cruiser *Minotaur*, and received the honours due to his new rank. The King conferred numerous honours, including M. Stolypin, who received the Cross of the Victorian Order. The King had a long conversation with M. Isvolsky, Minister for Foreign Affairs, presenting him with his portrait. His Majesty had also two private interviews with Sir A. H. Hardinge, British Ambassador to Russia.

It is understood that the exchange of views bearing upon Macedonian negotiations are of the most favourable nature.

LATER.

Reuters' Naval correspondent is informed authoritatively from a Russian quarter, that the interviews of His Majesty the King with M. Isvolsky and Sir A. H. Hardinge, have shown that the agreements of 1907 have had the happiest influence on the development of the different questions, and that complete identity of views continues to reign, more particularly in regard to Persian and Afghan affairs. Great Britain and Russia are equally desirous of the best relations with all Powers.

LONDON, June 12th.

Commenting on the meeting of the King and Tsar at Reval, the German press say that while the changes in European politics, especially as regards Macedonia, were shadowed by the meeting, it was "only natural that anxiety should be excited, but that the emphatic insistence on peace by both monarchs is destined to dissipate all fears."

THE BRITISH NAVY.

LONDON, June 12th.

The *Daily Telegraph's* Portsmouth correspondent states that immediately the battleship *St. Vincent* is launched in September.

next, preparations will be made to lay down another battleship of 21,000 tons displacement and armed with 18.5 inch guns. The new ship may possibly be driven by gas engines, dispensing with funnels, and she will cost 2½ millions sterling.

MOROCCO.

LONDON, June 13th.

Mulai Hafid's entry into Fez seriously affects the situation, and will probably oblige France and other powers to consider the position.

THE YUNNAN REBELLION.

LONDON, June 13th.

A semi-official communiqué at Paris shows that France adheres to her demands on China, and also requires that the Chinese shall place no further obstacles to the carrying out of French mining concessions in Yunnan.

THE "LUSITANIA."

LONDON, June 13th.

The Cunard liner *Lusitania* has arrived at Sandy Hook having crossed the Atlantic in 4 days, 20 hours and 8 minutes, which is a record.

VOLUNTEER CONCERT.

A smoking concert was held at the Volunteer Headquarters on Saturday night when the prizes won during the season were presented by H.E. the Governor. There was a large muster, and as Lieut. Northcote was responsible for the programme, there was no lack of entertainment. In an interval Lieut. Colonel CHAPMAN said he had the greatest pleasure in welcoming His Excellency and in asking him to present the prizes.

Sir FREDERICK LUGARD then handed the prizes and cups to the several winners who were received with loud applause as they stepped forward.

His EXCELLENCY said: "I have to thank you for the hearty welcome you have given me here to night and the kind invitation to present the prizes. I thank you for allowing me to preside over such a pleasant gathering and I can only heartily congratulate those who have won the cups and prizes this evening and to say that I hope they may be successful next year and also that those who are not winners must not be discouraged. Especially do I welcome the new Infantry Company and by this time next year with their new and popular Captain (Captain L. A. M. Johnson) I may have the pleasure—and everything points favourably to it—to congratulate him on the success of the company when we meet to distribute the prizes (loud applause)."

The prize list is appended:

Blake Shield, No. 2 Company, (Capt. Wood).

Gauchaing Shield, No. 3 Company, (Captain Armstrong).

Nathan Cup, No. 4 Company, (Captain Skinner).

Sergeants Cup, No. 3 Company, (Captain Wood).

Lugard Cup—Shooting over unknown distances—Sergeant Lapsley.

Corporal Championship Cup—Bombardier Serby, 2nd, (Captain Wood); 3rd, Sergeant Marshall.

Rifle Handicap, 200 Yards—1st, Lieut. Northcote; 2nd, Gunner Bostie; 3rd, Gunner Smith; 4th, Lieut. Ross; 5th, (Capt. Skinner).

Rifle Handicap, 500 Yards—1st, Corporal Bidden; 2nd, Gunner Anderson; 3rd, Sergeant Major Glegg; 4th, Lieut. Northcote; 5th, Sapper Haines.

Rifle Handicap, 600 Yards—1st, Gunner Bann; 2nd, Bombardier Serby; 3rd, Sergeant Chapman; 4th, Gunner Manuk; 5th, Lieut. Scott.

Rifle Aggregate Handicap—1st, Bombardier Serby; 2nd, Gunner Bann; 3rd, Gunner Manuk.

Rifle Aggregate Handicap, Officers only—Captain Wood.

Rifle Aggregate Handicap, Sergeants only—Sergeant Marshall.

Among those who contributed to the programme were Sapper Todd, Gunner Moore, Corporal Bidden, Lieut. Northcote, Gunner Polling, Corp. Hunt, Captain Mitchell-Taylor, Captain Forsyth, Staff Master Gyles, Captain Farke, Messrs E. B. Carruthers, Chalmers, P. W. Goldring, Moore, J. R. Robertson, Messrs Chalmers and Chapman played the accompaniments.

BILLS OF LADING.

The following notification from the stamp office appears in the *Gazette*—My attention has been drawn to the fact that certain shipping companies or agencies in the Colony habitually evade the law in regard to the stamping of bills of lading and ship's receipts under the provisions of the Stamp Ordinance, 1901, as amended by the Stamp (Amendment) Ordinance, 1902.

A receipt by chop in a chop book is a ship's receipt under the law and should therefore bear a 10 cents stamp when the freight is under \$1, and a 20 cents stamp when the freight is over \$1. It is the duty of the owners or agents of the vessel to stamp accordingly, and such duty applies in respect of junks as well as other vessels.

All owners, agents, &c., are warned accordingly and they are recommended to keep two sets of receipts in stock properly stamped by the Office with the amounts of 10 cents and 20 cents respectively.

An examination under the auspices of the Hongkong Shorthand Committee will be held at the Technical Institute at the end of this month.

GREAT NORTHERN TELEGRAPH CO.

EXPIRATION OF COMPANY'S EXCLUSIVE PRIVILEGES IN JAPAN.

The Managing Director of the above company, Commodore E. Stenson, D.R.N., in rendering an account of the working of the company since 1907, to the shareholders' meeting on 23rd April, said:

"Regarding the Kiochi route, telegrams are transmitted between Peking and England with only two re-transmissions (at Irkutsk and St. Petersburg). The working of this important route between Europe and the Far East has continued to improve, and the same may also be said of the Vladivostok route. By means of a direct service, which has been successfully established between Vladivostok and Irkutsk, Japan's traffic with England is now re-transmitted at only three places. Vladivostok, Irkutsk, and St. Petersburg. We have acquired a large new building for the company's offices and station at Shanghai, the most important telegraphical centre of China. Parts of this building have been let to the Eastern Extension Telegraph Company and Commercial Pacific Telegraph Company. The new offices, which were inaugurated on January 5th of this year, contain all the most modern facilities and technical installations. Respecting the difficulties which have arisen in the Far East as a consequence of the great political changes in that part of the world after the last war, and of the approaching expiration of the company's exclusive privileges in Japan, the company have been engaged all through the year in complicated negotiations. Although the proposals which were submitted to the Imperial Administration of China and Japan were in our opinion very liberal, still they have been somewhat modified during the negotiations in order to meet their views and appear now to be satisfactory to the former administration. In Japan, on the contrary, we have been less fortunate, although the negotiations were continued right up to the month of February this year, when they were suspended in order to be resumed in Europe, during or after the International Telegraph Conference."

PROSPECTS OF BUSINESS REVIVAL IN JAPAN.

It is satisfactory to note, that a slightly improved tone prevails in business circles, and that the Japanese banks are beginning to relax the extremely conservative attitude they have taken up for some months past, says the *Chronicle*. In Yokohama especially there is a distinctly more hopeful feeling, due to the large measure to the steady reduction of the stocks of silk on the eve of the new season. The improvement has extended to Osaka, where the slight rise in the price of silver induced the purchase of yarn for China, and the better position of silver reacted on the metal market generally, raising prices in London and giving a fillip to sales of copper in Japan. From various reasons, not perhaps wholly of a satisfactory nature, the money market is easier. Partly this is due to the redemption of the 1890 bonds, which has had a better effect than was anticipated, simply because the pressure for funds was so great that many holders preferred to accept payment at a discount rather than take advantage of the liberal conversion offer that was made; but the principal reason for the relaxed stringency of money is the fact that no new enterprises are coming forward and the general tendency is to maintain the status quo rather than to expand business. However, the general result is satisfactory in so far as it has induced the bankers to take a more liberal attitude in view of the increased funds at their disposal. The improved tone in the money market has been reflected in the bond and share market, and the news that a part of the pending loan for the South Manchurian Railway had been taken up by London bankers has had a further effect in maintaining the price of securities in Japan.

ITEM FOR LADY READERS.

The fashionable woman is confronted by the immediate necessity of cultivating excessive slenderness.

Whether it be the ultra-Directoire gown as it started a Paris racoonce gathering or the extremely graceful and absolutely irreproachable toilette created by the West End modiste, but inspired by the Directoire influence, the style of dress to be approved by fashion demands a figure that can only be described as attenuated.

On the point every dressmaker and ladies' tailor in the West End is unanimous. The fashionable woman must be made to fit the new dresses.

Already the change in the appearance of the fashionable woman is apparent. A skirt that is shabbily in its outline, an abnormally high-crowned hat, a tightfitting sleeve, stretched to the arm and so long as almost to cover the back of the hand; a sloping shoulder line and a box of extremely small dimensions, all contribute to the attenuated appearance which is the height of present-day smartness.

The assistance of the beauty doctor, the physical culturist, the masseuse, and the corsetier, among other specialists in the art of figure-changing is being invoked by thousands of women who want to adopt the new fashion of dress.

The fashionable corsetiers are introducing corsets of extremely long over the hips, corset warranted to aid women in the way of figure-reducing is supplied with no fewer than three sets of lacing over the hips, and another novelty is a peculiar woven material, which moulds itself to the figure like a glove.

"The skillful corset-maker," said a West End corsetier yesterday, "can produce a slender, graceful outline without producing the slightest undue pressure or in any way restricting the movements of the body."

The beauty doctors and physical culturists are recommending a variety of ways of getting slim. "Manipulation massage," call it what you will, is the basis of everything in figure-changing, claimed one Bond-street masseuse who is finding her services in fast-reducing in great demand. Vapour baths are also recommended, but the very latest method of becoming slim has been imported from America and is called the "osteopathic" system. It is not massage, but a system of bone manipulation which, it is claimed, can completely alter the outlines of the figure.

The effect which the new fashion in dress may have on the health of its followers continues to excite general interest.

A physician interviewed yesterday said: "If the fashion becomes general our women will have to take pains to go into training, and if these efforts to reduce superfluous flesh are carried out along common sense lines, such as by moderate dieting and exercise, the result must be an increase in health and vigour."
"If the new style is generally accepted, I expect to see the park crowded every morning with fashion's female devotees walking hard to attain the slim and sinuous figure necessary for properly showing off the new gowns."

NAVY LEAGUE AGITATION.

The President and Chairman of the Navy League suggest that there should be a new Naval Defence Act, in other words that a ship-building programme should once more be determined for several years in advance. It is possible that a return to that mode of procedure would just mean the same old story. But the House of Commons would probably wish for some information showing how it came to pass that in the period between the last Estimate of the late Government and the first of the present Government the Board of Admiralty in a published paper laid down as necessary an annual minimum of ships to be built, and that the same Sea Lords a few months later were agreed very propitiously to accept of a minimum. That change of opinion on the part of the present Sea Lords, followed as it has been by changes in the German shipbuilding programme, has shaken public confidence in the naval advisers of the First Lord, and strengthened the belief that the arrangements existing at the Admiralty fail to secure the best professional advice for the Government upon the large questions of war and of preparation for war. It may be urged to ignore the output of battleships, the construction of docks, and the creation of a fleet in the North Sea, but it is still more urgent to restore public confidence in the Board of Admiralty. The Admiralty will be glad to tell the nation to sleep soundly because the Navy was all that it should be, but it is hardly to be put to a demand for a great change. Estimates next year. This is an aspect of the subject which Mr. Harcourt and his colleagues seem hardly to have considered. Yet it is the most serious aspect of the subject.

As the writer who, under the title of "St. Barbara," has lately been exposing the flaws in the Admiralty system of naval gunnery, has in the National Review expressed a strong opinion against the present Board. "During the past three or four years," he says, "we have wasted and destroyed the lessons of the whole preceding generation." This is the indictment made against the present Board of Admiralty, and it is a judgment of the Service. The Board of Admiralty has been the ground that "crusaders, sloop, and gunboats, the peace patrol of the Empire, were swept from all seas." He condemns the nucleus crew system and the two-year commission system. He records with disapproval the reduction of the Channel Fleet from sixty-seven vessels to twenty-nine, and the neglect of the maintenance of the fleet. He believes in the creation of a Home Fleet, and in the reduction of the present Board. He believes in the creation of a Home Fleet, and in the reduction of the present Board. He believes in the creation of a Home Fleet, and in the reduction of the present Board.

AT THE GATEWAY OF INDIA.

THE IMPORTANCE OF THE KHYBER PASS TO THE EMPIRE.

Landi Kot which is apparently in danger of attack by a force of Afghans, is at the Afghan end of the Khyber Pass—the last British post. Mr. Sidney Low speaks of it as "this lonely sentry-box on the Empire's rim." It is surrounded by mountains. In front lies the hills leading back to the Indian plains. It is garrisoned by the Khyber Rifles, a force recruited from the wild Afghans of the hills, the relatives of the never-quiet raiders of the frontier, themselves probably with many lawless experiences.

These men have been trained by a handful of British officers. Mr. Low, writing of Landi Kot, says—

In this frontier abiding-place you will find the British soldiers, neat and cool and comfortable, a lot with clear cheeks and smooth hair, who handle his half-breeded Hind-baked muzzums much as if they were the Second Eleven, and he their captain.

He has to be something of a linguist, an ethnologist, a cartographer, a diplomatist, a cheerful youngster; he may be hot down by a stray sniper from the hills, or by a morning as he goes to his rounds, he has no one to talk to but three or four of his own comrades, no society, no amusements, hardly any leisure; he is always drilling his men, or teaching them, or making up their accounts, or finding out what mischief is brewing among the villages.

His life is as hard and as busy as that of the juniors in the wardroom of a man-of-war; he keeps it with the same reserved vivacity; he keeps his health, his manners, his sense of humour. There are those who think that the young British officer is always foolish and always idle. They should go and look at him in India, and above all, on the frontier.

The Khyber Rifles keep the peace of the pass, but fifty yards on each side their jurisdiction ceases, and beyond that line Afghans and Afghans can raid each other and slaughter and work their own way of will.

Through the Khyber Pass, which is at one part only ten feet wide, Persian, Greek, Mongol, and Afghan conquerors have poured successively from the barren mountains of Central Asia to plunder the rich plains of India. Through the Khyber again would come the men of the north, eager for loot, if once the protecting hand of Britain were removed from the soft plainsman.

The Khyber follows a narrow winding course of twenty miles, full of perilous twists and turns between sinister cliffs. It is overhung by mountains which rise sheer from the pass to heights varying from 1,400 ft. to 3,000 ft. In spite of its difficulties, it is the only one of the many passes that lead from the North-West Frontier of India into Afghanistan which is practicable for artillery.

Perpendicular, impenetrable mountains of smooth rock tower 2,500 ft. above its narrowest part. Groups of promontories nose themselves at intervals into the gorge, rendering a quick passage impossible and supplying admirable cover for the sniper. At India's end of the old fort of Jamrud. In the centre is the famous fortress of Ali Masjid, which was captured and recaptured several times during the first and second Afghan wars.

Throughout the pass the hills are scattered with hidden and cunningly disguised loopholes, and entrances reached by hanging ladders, the draw-bridges of the twentieth century. It was against one of these tiny fortresses that the Afghans have flung themselves with such dire results.

Prior to the two Afghan wars of 1839-42 and 1878-80, the Khyber was merely a mule-track, the bed of a narrow water-course. During those wars it was converted into a road by the British engineers. At the close of the second Afghan war the Afghans, coming under British control, concluded a treaty by which they undertook to secure the safety of the pass for trade in return for a subsidy from our Government. For eighteen years they faithfully kept the agreement. Then they were swept away in the fanatical frontier rising of 1897, and they attacked their own garrisons in the Khyber forts. The Tirah campaign followed. After the fighting the pass was handed to the guardianship of the Khyber Rifles.

Once a week the Khyber Rifles specially guard the passage of the trade caravans—long convoys of camel and oxen, heavily laden with well-poised loads.

Three times have British troops forced the Khyber—in the first and second Afghan wars, and again in the Afghani campaign of 1897. The first fighting in the war of 1878-80 was at the entrance to the pass.

The British Army in Afghanistan was totally destroyed in the pass in 1842, the year after the insurrection in Kabul. Retreating from Kabul, the British were followed by Akbar Khan and large army of Afghans on either side of the pass and poured a murderous fire of sniping and musketry. Akbar Khan declared that he could not retreat the mountainous, but at the same time he permitted his Afghans to share in the massacre and plunder. Thousands of British troops and camp-followers were carried off by successive volleys, or died of hunger and privation, or fell down in the snow from wounds or fatigue and were butchered by the Afghans.

The force left Kabul with four thousand fighting men, and twelve thousand followers. Only a handful of individuals, and English surgeons, managed to reach Jellalabad.

The Khyber Pass affords a striking example of the complex character of British rule in India—a protected British highway through tribal territory, where no law is respected except the law of force.

MAN'S ORIGIN.

Dr. Theodore N. Gill whom Professor Spencer Baird a generation ago termed "the most learned of naturalists," has recently summed up his views as to the pedigree of man. After more than half a century spent in the study of biology, he tells us he is more than ever convinced that man has had the same past history as has the modern ape—the chimpanzee, gorilla, and orang-utan.

We have parted company, he says, with these relatives of ours within a recent geological period. If we could resurrect our remote ancestors we should have animals little more distinguishable from the chimpanzees and gorillas of to-day than they are from each other, or than they are from orang-utan. The difference between us and these creatures, so far structural conditions are concerned, are much less than between them and the old-world monkeys of Asia and Africa and are very much less than between the ape and the new-world monkeys—those of tropical America. It is true that we have diverged greatly from the apes in external appearance and in certain features, but those differences are more superficial than those which distinguish the ape from the man.

But he is not man's brain vastly superior to that of the ape? he was asked.

It is true, the Doctor replied, "that man differs considerably in brain, so far as size is concerned, but that difference is only a quantitative one (a question of degree, not of kind). In the relations of the parts to one another, and the grooves and convolutions, there is a fundamental similarity."

What were the causes of the ape's transformation to man? "Well, we will suppose that some of our ancestors found that they could use their forelimbs to a better advantage in their teeth in combat with their neighbors. Now, the teeth of apes are not those of carnivorous animals, but are primarily for grinding food—fruits especially—or for reducing food to pulp. They have large, canine teeth, but these are for warfare simply, and for that reason are more developed in males."

"Now," continued the Doctor, "if our ancestors found their fangs more efficient for warfare than their teeth, they had a reduction in the latter. In the canines first. This was in accordance with that law of nature providing that when there is little use or there is disuse of an organ or part, its reduction or atrophy will occur. So our ancestors came to fight more with their arms than with their teeth, and as their teeth, consequently, became reduced in size, there was at the same time a closing of the gaps in the upper jaws which received the canine teeth, and thus gradually developed the teeth of man. Reduction of the jaws was coincident with that of the teeth, as was that of the muscles actuating the lower jaw."

At the same time, the ridges of bone supporting these muscles—ridges so characteristic of adult apes—likewise disappeared. And while these changes were in progress, greater intelligence was being developed and the brain was consequently increasing in size. The culmination of these changes was the skull and brain of man. Only in such and like characteristics do we differ physically from the apes. After man's ancestors had limited himself chiefly to his upper limbs for purposes of offense and defense, other than in trees, the necessity for long arms, characteristic of apes, disappeared, and in accordance with that law of reduction from disuse mentioned, his arms became shorter and thus more efficient for general use. They were used less in climbing and were no longer directly employed so much in warfare for fighting as was the case with the body hand."

Tracing man's ancestry further back, we come to forms that would be essentially like marsupials (pouched animals), but very different from any now living, and beyond these to forms that agreed structurally with the modern Australian kangaroo, and with the mis-called ancestors of the same continent. Very peculiar, brawny, and a number of secondary bones—like those of reptiles, but different from any found in higher animals. They also had a small brain. In fact, their brain approximated to that of a reptile. They also laid eggs of considerable size which they hatched outside the body, as in the case of the duckbill of the present day. These forms were the lowest of mammals.

Going back beyond the mammals, man's next ancestors seem to have been certain reptiles, or amphibians (animals living both on land and in water). These fish ancestors of man were very different from any modern forms. The nearest approximation to them is to be found in the "bichir" of the Nile and in certain species of Africa, South America, and Australia, known as dipnoans.

Going further back we should be confronted with a vista of interminable length, through soft-bodied forms extremely different from anything now living, but resembling somewhat, however, a skull-less, headless, and tailless, ten-foot long living in the sea, or in a lagoon, or in a pond, or in a river, which we find attached to stones and shells. Man's further ancestry is lost in an indefinite and innumerable series of worm-like animals belonging to the earliest period of our earth's history."

JAPAN'S FOREIGN TRADE.

EXCESS OF EXPORTS FOR TEN DAYS.

Japanese papers are jubilant at finding an excess of exports over imports for ten days of the foreign trade for the concluding ten days of last month, as shown by the usual ten days' report published by the Finance Department. During the last ten days of May a marked improvement was shown in the trade of Kobe. It is pointed out that the value of exports at Kobe in one decade of days this year had exceeded ¥2,000,000, the highest figures attained being ¥2,300,000, and the lowest under ¥1,000,000. The value for the last ten days of May rose to ¥2,099,842 in value, while the corresponding figure for the preceding ten days, exports of rice, matting, and silk showed a decrease, but a heavy increase was shown in the shipment of copper and cotton yarn, while tea, matches, strawbraid, porcelain, sea-weed, camphor and cigarettes showed and increase representing over ¥1,000,000, in the total as compared with the preceding period. The exports of iron, with raw silk and beans showed some increase, with raw cotton, wool, iron, sugar, wool, kerosene, flour, woolen cloth, grey shirtings and dried ingredients showed a decrease, representing a decline of ¥1,700,000 in the total. The total value of exports from Kobe for last month amounted to ¥7,100,033, showing a decrease of ¥2,594,000 on the figures for the corresponding month of last year. The value of imports aggregated ¥14,520,131, representing a decrease of about ¥7,000,000.

"THE SENSES OF THEIR DEBATE."

At a recent examination in one of our local Chinese Schools the scholars were asked to write an Essay, in English, on the subject of—

"Which are the healthier, Chinese or Foreign dwelling houses?"

The following for an example of English "as she is writ" should take the prize.

I am sorry that I cannot explain the building about the foreign and Chinese in which are healthy. Yesterday I had spoken about it with my friends. They said that the Chinese building is much better than foreigners. In such a debate their sense also true and right. The senses of their debate was that the foreign building is too high and coverless and always built on the top of the hill. In the summer time it receives the most heat from the sun; the people who living in it is the same as putting in the stove but in winter it is fully filled by the sharp air with out the feet of whom living in it. So that the foreigners is compelled to put themselves on fire. The fire would do our bodies harm. As we were prepared our dinner; we put the beef on the fire and by the beef dry in that case the of course man would dry too. They explained so many harm about the foreign building but I do not believe it. So that I am very expert to examine it, therefore, —Fochow Echo.

SHIPPING SUBSIDIES IN JAPAN.

PROPOSED REVISION OF EXISTING LAWS. It is reported that the Department of Communications has in contemplation the appointment of a commission for the investigation of shipping subsidies. The idea is to inquire into the reasons for the subsidies, and to determine whether the subsidies are necessary or otherwise of their revision. At the same time the Director of the Shipping Bureau will be dispatched to Europe and America for the investigation of the practice in vogue in the West in similar matters. Writing with reference to this subject, the *Jiji Shimpō* remarks that an amendment to the two laws referred to above has more than once become the subject of discussion in the Diet, and as the term of contract for the subsidy of the European and American steamship lines will expire at the end of the next fiscal year it is not unusual that the attention of the authorities should be directed to the matter. The laws for the encouragement of shipbuilding and navigation were framed and put into operation in 1896, and the grant of special bounties to the European, American, Australian, Bombay, and some other lines came into force during 1899 and 1900. The amount of the special bounties paid during the past nine years has reached 60 million yen, the total shipping subsidies for the current year is estimated to reach the sum of 13 million yen.

The expenditure of this amount for the purposes of the development of the maritime trade may seem too large in comparison with the amount spent by other countries for similar purposes, continues the *Jiji*.—It should be remembered, however, that the subsidies given by the Government has materially helped the extension of the shipping trade abroad as well as the growth of direct trade. The amount of money annually earned by Japanese ships from foreign countries in the transport of cargo and passengers is put at ¥20,000,000. Further, the important part played by the Japanese merchant marine in the Japan-China and Russo-Japanese wars will be fresh in the memory of all. A certain foreign critic went so far as to assert that without the help of her mercantile fleet Japan would not have been able to obtain so decisive a victory in the late war with Russia. At any rate, the shipping trade for other objects is a measure generally followed by many civilized countries, though there are of necessity different methods adopted by them, according to the conditions and circumstances prevailing in their countries. The object aimed at by all countries is thus subsidizing their merchant marine in the development of trade in time of peace and its employment for warlike purposes in time of war. Generally speaking, countries are very reluctant to pay subsidies to their shipping trade in this direction. The Bombay line for instance, has already become self-supporting, while the other over-seas lines, despite the keen competition of strong rivals, are making steady progress. As a result of the investigations to be undertaken, the Government may perhaps find it necessary to readjust the amount of subsidies; but it would be unwise to endanger, by a parsimonious policy, the foundation of an industry which has been nurtured with so much care.

DIFFERENCE BETWEEN VALUE AND MARKET PRICE.

"If a stock is so soundly constituted that the regularly of its dividend-paying remains unaffected by the fluctuations of trading prosperity, it is entitled to rank as an investment security," says a writer in the "Financial Review of Reviews." "Permanent regularity of dividends is the hallmark of an investment security; but the very fact that a stock is possessed of a permanent regularity of dividends seems to make the investing public peculiarly negligent of all else when investing in it. Such a stock is rightly regarded as a safe asset, and the great majority of investors are content to assume that no sort of risk can attach to the purchase of a stock of such intrinsic merit that it can fairly be called safe, so much so that the more highly the intrinsic merit of stock may be esteemed, the more confidently do the general public assume that its market-price of the moment must represent its actual value."

A leading jobber in the Council Market once summed up this attitude of the average investor in the remark:—"The public will never learn that it is possible to buy a rattling good security at a rotten bad price." Indeed, the security at a rotten bad price is the most frequent cause of change in the market prices of stocks, and is almost as a revelation even to investors who habitually exercise more than the usual amount of caution in their investment transactions.

For example, it would be an investor of more than average caution who indulged in any very close investigations when purchasing even a security subject to such variations of dividend as London and North-Western Railway, Ordinary Stock. Yet the same investor who would carefully compare past dividends and past extremes of fluctuation prior to the purchase of London and North-Western Ordinary Stock would recklessly plunge into a purchase of London and North-Western 3 per cent. Preference Debenture Stock without a woman's hesitation and without any sort of preliminary investigation. In the case of the latter stock, being a Trustee Stock, he would almost instinctively assume that its current market price was its actual value, and consequently, he would regard caution as superfluous.

With stocks that are derived from an assured fixed income the method of selection is the same. That is to say, it will invariably be found that the most tempting investment opportunities occur in stocks of varying income at times when dividend payments are disappointing; so that the investor must be possessed of sufficient investment knowledge to enable him to decide how far such diminution of dividend is temporary or how far a dividend earning stock has been permanently deprived of a portion, or of all, of its former dividend earning capacity. In fact, so soon as an investor allows his range of investment to extend beyond fixed income stocks of proved permanence he finds himself compelled to rely upon his own judgment or the judgment of others as to the prospects of future income.

Under such circumstances it is usual to disguise the fact that the investor is in reality indulging in the childish pastime of basking his own ability to guess correctly under the more high-sounding phrase that he is displaying an intelligent appreciation of future possibilities. The truth is that stocks of varying dividends are unsuited for investment purposes, because there is no means of estimating future dividends, whilst to a great extent a stock's actual value must always be calculated on the basis of its present and future dividend-earning power.

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Hongkong, 12th June, 1903.

NATIONAL ART-COLLECTIONS FUND.

MONUMENT GIFT TO THE NATION.

At the fourth annual general meeting of members of the National Art Collections Fund, of which the King is patron, held in the rooms of the Society of Antiquaries, Burlington House, Mr. Harcourt, M.P., the First Commissioner of Works, announced a gift to the nation by Mr. Duveen, sen., of a new wing to the Tate Gallery, where the large part of the Turner collection is to be housed. Lord Balmorais, M.P., presided.

Mr. Harcourt moved the adoption of the report.

He congratulated the council and committee on their work, and especially on having so successfully diverted the stream of artistic benevolence into a channel which would contribute not only to the popular enjoyment, but to the enrichment of the public collections. It was a great advantage to the country to have in existence such a society which secured by bequest, acquisition, and purchase, the retention in this country of those gems of European art which had shown of late too great a tendency to trips across the Atlantic without a return ticket. After years of trouble, of argument, almost of despair, and of constant difficulty, he was glad to say that the great new buildings of the South Kensington Museum were approaching their completion. He was extremely glad that the final stage should be reached during his tenure of office, inasmuch as it afforded him an opportunity of taking some part in the fittings and illumination of those buildings. He would not enter into the vexed question of the external elevation, but he was sure that when they saw the noble halls and galleries which had been provided, and the way in which they were being fitted, they would appreciate the fact that it was one of the greatest of our country which had been made for many years for the exhibition of that art in which this country was so rich. Just now he was constructing a great new block for the British Museum which, a curious coincidence, was being built on land which was bought as long ago as 1894 for that purpose by his father, when Chancellor of the Exchequer.

When that building was completed they would be able to give at least a decent exhibition of the great treasures which the museum contained. But there was another matter which interested him, and that was the question of the enlargement of the National Gallery and the National Portrait Gallery. He was building a new wing to the National Gallery at this moment, and during the last few months they had come to a still more important decision. He had taken the final steps for the removal from the neighbouring area of the last remnant of St. George's Barracks, and the recreation station, so that in the end he would be able to afford more room for the two national galleries, and give greater security against fire. He was considering whether any alteration of existing buildings was necessary further to minimize those risks, which would always be a night-mare for those charged with the custody of the buildings. Referring to the restoration of the Rubens ceiling in the Banqueting Hall, at Whitehall, he said that one day he received an architect's report as to the condition of the framework above the ceiling. That report seemed another aspect of the same problem. As it confirmed the alarm in his mind as to the security of the paintings, he, before midnight, secured authority from the Treasury and the Chancellor of the Exchequer to take steps and spend the necessary money to secure the safety of the ceiling. Early next morning workmen were on the spot prepared to carry out the work. The Government had decided to extend the new block of public offices in Whitehall right down to Storey's Gate in the Park. In his opinion the new buildings were the simplest, most successful, and the most dignified of any erected by the Government for many years, and continuing the block he would adhere faithfully, as possible to the plans of the late Mr. Brydon, to whom they owed the design, and endeavour to carry out the work in his spirit. From the sketch plans he had made before his death, Mr. Harcourt went on to say that he had taken a last out of the fund of the National Gallery, and he was now in the process of carrying out the work. He had recently received the sanction of the House of Commons at the expense of its members. He had received presents of a number of valuable pictures of statesmen, a collection of prints from Mr. Agnew, a complete set of engravings of all the Prime Ministers from Sir Robert Walpole down to Lord Salisbury from Mr. John Ellis, and a superb collection of mezzotints from Mr. Raphael. All these now adorned the living rooms and corridors of the House of Commons, and did something to mitigate the monotony of the building and to alleviate the monotony of members' lives. He wished to make an announcement to them before it was made elsewhere, and that was of a splendid gift which had been offered to the country through him and accepted. It was made by Mr. Duveen, sen., whose name was well known to them all. He had just completed the formal arrangements for the presentation by Mr. Duveen of a new wing to the Tate Gallery, a wing which would contain five galleries for student work, smaller rooms below suitable for the work of the Trustees of the National Gallery had agreed, when this new building was completed, to place in it the larger part of the great Turner collection of pictures, water-colours, and drawings, for which there was not sufficient room in Trafalgar-square, reserving of course, adequate representation of each class of his work for retention in the National Gallery. He believed that by doing this they would have attained fulfilment of Turner's own desire that his works would be gathered together in one place to form a coherent whole. He was not without hope that in the new gallery they might see other memorials of Turner, both as the man and as the artist. He was glad to take that opportunity of tendering grateful thanks to Mr. Duveen for his splendid gift to the nation. (Cheers.)

Mr. D. S. MacColl, Keeper of the National Gallery of British Art, seconded the motion.

CALL AND SEE THE RACHALS-AUTO PLAYER PIANO AT THE ROBINSON PIANO Co., LTD.

The Chairman, after thanking Mr. Harcourt for his announcement, spoke of the acquisitions by gifts to the fund during the year. The whole of the purchase money for the Rubens Velasquez acquired two years ago, had now been paid.

The motion was adopted.

The members of the council and executive committee were re-elected on the motion of Mr. Torral, K.C.

THE SIBERIAN GOLD FIELDS.

In a few days an alleged rich gold-field on the Siberian coast will be opened up, according to Mr. Roscoe of Seattle, managing director for the past seven years of the North-Eastern Siberian Company, a Russian concern with headquarters at St. Petersburg. "Our district," he said recently, "is thought to be rich in gold, and is coming to a point at Behring Straits, a territory as large as California and Oregon combined. In that district there are about 5,000 Equinoxes, mostly along the coast but there is nothing much on the land but moss and some grass reeders. We have a trading post and there is a great many furs, especially white and brown foxes, with some hair seals, a good deal of walrusbone, and large quantities of walrus ivory. The best thing we've got during the past year is a gold mine just as promising in its first year as Nome was just as promising in its first year. As Nome was on Deception or Fairbanks were their first year, the find is near the mouth of the Anadir river, which is about 400 miles directly west across the water from Nome. We shall probably take in about 200 miners when this summer's season opens. We expect to open up the 1st day of June."

JAPAN, AND FREE TRADE.

Mr. Matsuda, the Japanese Minister of Agriculture and Commerce, speaking recently at a dinner given by the Tokyo Chamber of Commerce to the members of the Yokohama Foreign Board of Trade, remarked—"A little while ago, Mr. Sate expressed eloquently his opinion regarding Free Trade, and I wish to say one word about the subject. For my part, I support Free Trade, theoretically, but in practice I cannot but oppose it, because, looking at the present condition of the various countries of the world we see they are mutually adopting a tariff policy and imposing import duties on the merchandise of other countries, and protecting their own produce. If the countries of Europe and America entirely abolish customs duties and bring about Free Trade, then Japan will naturally adopt the same policy. As Japan is determined to follow the example of the most advanced countries of the continent of Europe and America regarding all worldly enterprises, it would expose us a little to the charge of being impolite if we voted before the countries of Europe and America at present reason it is to be regretted that a policy not sanctioned by other advanced countries."

CEYLON'S REVENUE.

Sir Henry McCallum, the Governor of Ceylon, must be prepared for a considerable drop in the revenue for this year, says the Times of Ceylon, and if the rate of expenditure is placed on the basis of a reduction in income of a million rupees on the year compared with 1907, it will be work-wisely done.

The general trade will not continue to show such high figures for the rest of the year, but when the reduced proceeds of land-sales are taken into account, it will be admitted that we are doing no more than looking the position squarely in the face. The Colony has had a wonderful run of bumper returns, and the present temporary setback is due to outside and world-wide influences, which prevents the affairs of the Colony from degenerating into monotony. Ceylon will still be able to postpone its sterling loan until early next year; and we shall borrow then because our needs are expanding requirements will no longer brook delay.

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THE TRADE MARK ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN THAT GODFREY PHILLIPS & SONS of 112, Commercial Street, London, England, have on the 21st day of January, 1908, applied for the registration in Hongkong in the Register of Trade Marks of the following 28 TRADE MARKS:—



in the name of GODFREY PHILLIPS & SONS, who claim to be the Sole Proprietors thereof. The above TRADE MARKS have been used by the applicants in respect of the following Goods, namely, TOBACCOES and CIGARETTES in Class 45. Possession of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated 13th April, 1908.
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39, 41 and 43, Des Voeux Road Central,
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GODFREY PHILLIPS & SONS.

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THE REVOLUTION IN CHINA.

According to news from Peking, not always trustworthy, the revolutionary movement in Yunnan, which threatened to assume serious proportions, has been nipped in the bud, but it is doubtful whether this check heralds the total defeat of the movement, if we are to judge by a remarkable article from the pen of Count de Pourville, former attaché in the Government of French Indo-China, which appears in the Deutsche Revue. The author, who has sojourned for eight years in and about the region of South China principally affected by the present revolutionary movement and in Indo-China, and is therefore qualified to pass an opinion, takes rather a serious view of the matter, maintaining that the movement is important enough eventually to end in the overthrow of the reigning dynasty. (There can be no doubt, he says, that the origin of the insurrection is the fact that a foreign dynasty is in possession of the throne of China. The Chinese of the North are mostly of the same blood as the reigning family, or at any rate are in proximity to the native territory of the latter, and are therefore satisfied with the prevailing conditions; but those of the South, who by present day original China the land of the "yellow race" are becoming increasingly discontented as the dawn of a new era of progress rises from the torpor of ages.

The Reform movement in China has attained the essential result aimed at, says Count de Pourville, and from which all the others depend. It was necessary to secure a joining-up of the provinces of the Empire in one whole—not politically, but socially and intellectually—that the Chinese of the South might grasp the fact that their best interests are served if all the citizens of the State act in unison. Such a sentiment has not hitherto been apparent in China; to-day it prevails. All the efforts of the Reformers and their gatherings have aimed at this result. Until recently the Government controlled the situation peacefully. The provinces were almost in complete isolation, separated by petty jealousies or even deadly hate. Rebellions could be quickly suppressed. As they usually arose from unpopular taxes, it was only necessary, in case of extreme danger, to abolish those imposts in order to restore tranquillity. Moreover, the disturbances were confined to the area of their origin, beyond which their existence was not even known. But these times are for ever past; the Imperial Censor, despite his authority, is unable to hold back all news, and we now have a general movement of unanimity throughout eight provinces, wherein troops of the revolution are gathering strength. The highest representatives of the Emperor can no longer conceal their fears, and some of the Viceroys are resigning their office, not from considerations of health, but in order to escape responsibility for a revolution which they foresee is ready to break out.

What is the political object of this unexpected coalition of the units of the vast race which numbers in its own territory nearly 500 million people? The approaching Revolution and the present unification have for objects, says Count de Pourville, the overthrow of a purely Chinese regime. The revolutionaries have adopted the war cry "Down with the T'ing; long live the Ming!" It is significant to note that in spite of the Imperial Customs, arms and munitions of war are introduced into China in increasing numbers. Two of the principal phases for this secret "traffic" are aimed at the Indo-China frontier. The simultaneous rising in several provinces prevents the formation of an Imperial body of troops strong enough to secure a decisive victory, and the difficulty is further complicated by the wavering among the soldiers themselves, many of whom are throwing in their lot with the revolutionaries.

Differing from most authorities on Chinese questions, Count de Pourville estimates the influence of Sun-yat-sen as considerable. It is only recently, he says, that Sun-yat-sen, leader of the anti-dynastic movement, has again appeared in the field. He has returned from Singapore, where he had been making his preparations in order to attempt the removal of the present regime and the raising of a large army. Sun-yat-sen knows, and teaches, that history presents a series of setbacks; he knows the history of the national movement in China, and he is determined that this, at least, shall not be restrained. The Taiping Rebellion only came to an end through the interference of foreign Powers in the affairs of the Empire, and especially through the energetic military advance of the celebrated Gordon. Had it not been for Europe, and especially England, the Manchu dynasty would have ceased to exist sixty years ago and the Chinese race would have regained its integrity. Sun-yat-sen has now attained a double result—first that the Chinese people are decided not to appeal to foreign aid in their affairs, and secondly that the programme of the Reform party includes the utmost protection and complete security to Westerners residing in China in the event of the party triumphing.

The Manchu dynasty is the scapegoat for all the tribulations which have afflicted not only China but Europe in its dealings with China. In a proclamation issued by Sun-yat-sen and affixed to all the pagodas and public places, he maintains that foreigners have only been persecuted since the Manchu dynasty was inaugurated. The Chow, the Han, and the Ming dynasties accorded protection to the Nestorians in Tsinanfu, the Buddhists in the whole of the South, and the Catholics in Peking; but the T'ing dynasty has persecuted the white races and their religions and has closed every step to progress and industry. Count de Pourville goes on to point out the friendliness of the revolutionaries towards foreigners. As soon as disorder breaks out their first concern is to see that the European quarters are protected, and Chinese anti-foreigners receive short shrift. Thereby Sun-yat-sen hopes to receive European sympathy. He is careful to point out that the movement has nothing in common with the Boxer and other anti-foreign outbreaks, which are entirely opposed to the aims of the Reformers. It would appear from the remarks of this writer that the revolution movement which is so evident at the present time is a phase of revolutionary activity, although not generally recognised as such, even among the revolutionaries themselves. This is just where the ingenuity of the Revolutionists is manifest. They are pushing the national movement for all it is worth, keeping back the main object—the overthrow of the dynasty—where it is not polit to expose it, as they are convinced this will be the inevitable consequence of the national movement. Thus they are furthering their aims by open and legitimate channels. They are carrying on a nationalistic propaganda among the Chinese resident abroad, not so much by through high officials of the Government, naval officers, and others, who in the various foreign ports where Chinese are established preach the spirit of nationalism, more or less sincerely in the name of the Emperor. We find, for example, an official appeal by an emissary of the Court to all true Chinese to rally round the "Son of Heaven" in protecting the fatherland

against certain dangers, one of which is presented by Japan, which has "taken the inheritance of the Han, Tang, and the T'ing"—the lands of Korea, Formosa, and Manchuria—and has thrown down the supremacy of the ancient land of Chow. This proclamation, while perhaps not the actual work of the Reformers, is propagated by them in the interests of nationalism as furthering their policy. Hence it arises that the Reformers are apparently working with diametrically opposed principles according to the circumstances, the revolutionary outbreak at Yunnan being only a premature manifestation of a feeling which is fostered in secret in all parts of the empire. Unfortunately Count de Pourville cannot escape from the hoary "Yellow Peril" scare which seems to afflict most French publicists, as he concludes his article by hinting that the present friendliness of the revolutionaries for Europeans being only a means to an end, it behooves us to watch that the "Appeal to the Yellow Race" does not become transformed into an "Appeal against the Whites" when that end is once attained.—Japan Chronicle.

SHARE REPORT.

Messrs. Erich George & Co. say in their weekly share report dated Hongkong 13th June, 1908:—Our market during the week under review has remained very quiet, and but little has been done. The sterling demand rate of exchange on London closes at 1s. 9-11/16d., while rates on Shanghai are 1s. 7-1/2d. for a Bank T/T, and 1s. 7-1/4d. for a three days' sight Private Bill, the rate in Shanghai on this for a three days' sight Private Draft being 1s. 7-1/4d. Bankers in London are quoted at 24 1/2, and Consols at 28 1/2. The Bank of England rate-discount remains at 5 per cent, and the private market rate of discount is 1 1/2 per cent.

BANK SHARES.—A few Hongkong and Shanghai Bank shares sold at 750, closing with buyers at 755; the London rate has advanced to 278. 10s. 0d., and the Shanghai rate is 2700 at an exchange of 1s. 7-1/4d. Nationals are unchanged.

MARINE INSURANCE SHARES.—A small lot of Unions sold at 2700, and there are sellers at 2785. Other stocks under this heading are unchanged and without transactions.

FIRE INSURANCE SHARES.—Hongkong are in request at 2315. Chinas sold at 293, at which figure a few shares are on offer.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat shares sold at 229 1/2, but on receipt of the news of the total loss of the s.s. "Powan," a favourite boat amongst the Chinese, fell to sales and sellers at 229, and it is probable that shares could be got at 228. The company had a share of this in the "Powan," but the book value is fully covered by insurance. Indo-China are unchanged, and so are Chinas and Malacca, and Star Ferries. Douglases have dropped to sellers at 237. Shell Transports, in sympathy with a rise in London, have buyers at 45; the London rate is 47s. 6d. sellers. Union Waterworks are wanted at 310 1/2.

RAFFINERIES.—China Sugars changed hands at 133 and 132 1/2, and shares are wanted at latter rate. Luzons are unchanged.

MINING SHARES.—Charbonnages show no change. Rauba are weak with sellers at 28 Chinese Engineering and Mining Company's shares have buyers in the North at 1s. 16.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company's shares sold at 110 1/2, but a few shares seem to be on offer now at 110 1/4. Teikoku and New Army Docks are unchanged. Shanghai Docks have dropped a bit closing with buyers at 1s. 97. Hongkong and Kowloon Wharf and Godown Company's shares changed hands at rates ranging between 252 and 251, closing with sellers at 251 1/4. Shanghai and Hongkong Wharves have advanced in Shanghai to buyers at 1s. 235.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands sold at 200, but have further sellers. Kowloon Lands have been taken off the market at 236. Shanghai Lands have buyers in the north at 1s. 121. Other stocks under this heading are unchanged and without sales.

CORRION MILLS.—Evers have fallen to 1s. 57, other Shanghai Mills are unchanged.

SEWAGE MANUFACTURING COMPANIES.—China Light and Powers have buyers at 264, perhaps 263. Hongkong Electric sold at 216 Green Island Cement shares sold in fair quantities at 210 1/2 and a further enquiry exists. In other stocks under this heading nothing has been done and rates are unchanged.

MISCELLANEOUS.—China-Borneo fetched 110 1/2, closing steady. China Providents are in demand at 29, after reported sales at 29.35 to 29.50. Langkate have sellers in Shanghai at 293. Other stocks under this heading are unchanged and without transactions.

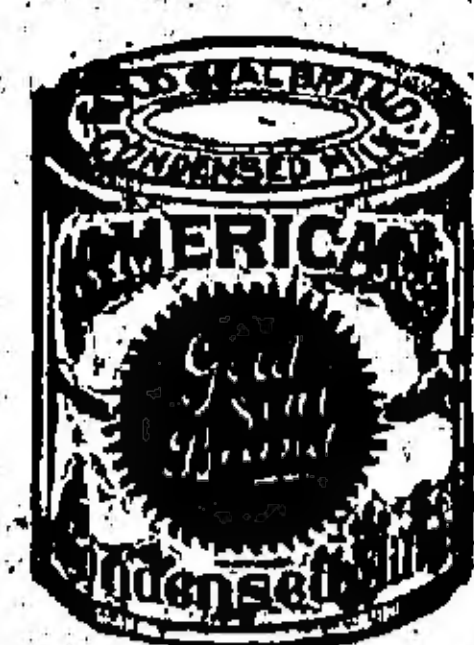
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PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

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For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY,
Sole Representatives in Hongkong.

Hongkong, 25th May, 1908.

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A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby generally means an undersized child, wanting in stamina and vigor. It is unable to pursue your baby's progress, and is liable to be overtaken by a child under that most closely resembling human milk. No farinaceous or starchy food or unmodified cow's milk is requisite for a child under 6 or 7 months of age. The Allenburys' Milk Foods are so prepared as to remove the distinction between cow's milk and human milk, and they are as easy of digestion as the natural food of the child.

The Allenburys' Foods are alike suitable for the delicate and robust, and when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The detailed process of weaning is thus made easy and comfortable both to the mother and child.

The Allenburys' Foods.

MILK FOOD No. 1. From birth to 3 months.
MILK FOOD No. 2. From 3 to 6 months.
MALTED FOOD No. 3. From 6 months and upwards.

ALLEN & HANBURY'S Ltd., 37, LOMBARD STREET, LONDON, E.C.

SHIPPING.

ARRIVALS.
ARRATON APOAL, British str., 2,931, A. Stewart, 18th June—Mojl 8th June, General—David Sassoon & Co., Ltd.
BRAMBLE, British gunboat, 710, Lieut. Comdr. Hon. R. O. D. Bridgman, 14th June—Shanghai June 5th, and Amoy 13th.
BUJUN MARU, Japanese str., 1,185, M. Nemoto, 12th June—Shanghai and Swatow 11th June, General—Osaka Shosen Kaisha.
CATERPILLER 2,700, British str., 1,730, W. D. A. Thomas, 13th June—Calcutta via Singapore 8th June, General—David Sassoon & Co., Ltd.
CHONGSHING, Brit. str., 1,256, V. McClymont, 14th June—Tientsin via Ports 6th June, General—Jardine, Matheson & Co.
CHUYUN, Chinese str., 1,177, C. Stewart, 13th June—Shanghai 9th June, General—Chinese.
DELHI, British str., 4,763, J. D. Andrews, E.M.S., 12th June—Shanghai 9th June, General—P. & O. S. N. Co.
FRITHJOF, Norwegian str., 891, O. Anderson, 14th June—Saigon 9th June, Rice and Cotton Seed—Agard, Thoresen & Co.
HATTAN, British str., 1,183, J. S. Roach, 14th June—Fochow June 11th, Amoy 12th and Swatow 13th, General—Douglas, Lapraik & Co.
HUICHOW, British str., 1,318, C. Williams, 14th June—Chingwangtao 7th June, Coal—Butterfield & Swire.
KAGA MARU, Jap. str., 3,900, G. S. Lapraik, 14th June—Japan and Shanghai 11th June, General—Nippon Yusen Kaisha.
KAIYONG, British str., 987, H. Mathieson, 13th June—10th June, Wood and Hemp—Butterfield & Swire.
LIANAN, British str., 1,351, C. Williams, 14th June—Chingwangtao 7th June, Coal—Butterfield & Swire.
MERPOO, Chinese str., 1,318, June—Canton.
NIPON, Austrian str., 4,017, E. Tarabochia, 14th June—Trieste 24th Apr. & Singapore 8th June, General—Sander, Weller & Co.
ONSANG, British str., 1,787, R. Cox, 14th June—Mojl 7th June, Coal—Jardine, Matheson & Co.
RAVABUR, German str., 1,139, H. Bremer, 13th June—Bangkok 5th June, General—Melchers & Co.
SECHOU, German str., 999, J. H. Schuch, 14th June—Shanghai via Swatow 13th June, General—Osaka Shosen Kaisha.
SIGNAL, German str., 950, G. Schalk, 14th June—Haiphong June 10th & Hoihow 13th, Rice and General—Jensen & Co.
TELEMACUS, British str., 1,247, J. Williams, 13th June—Saigon 8th June, Rice—Chinese.
VAUSHAL, British str., 2,346, Bradsher, 12th June—New York 14th March, and Lebanon 8th June, Coal—Standard Oil Co.

DEPARTURES.

DELHI, British str., for Europe, &c.
EMPEROR OF INDIA, Brit. str., for Vancouver, Glenagean, British str., for Saigon.
J. DIDERICHSEN, German str., for Haiphong.
KUMANO, British str., for Canton.
NANCHANG, British str., for Amoy.
PITANULOK, German str., for Bangkok.
PROTEUS, Norwegian str., for Bangkok.
SARDINIA, British str., for Shanghai.
YU SHUN, Chinese str., for Shanghai.
ZAFIRO, British str., for Manila.
14th June.
BENVOLICH, British str., for Nagasaki.
JOSHIN MARU, Japanese str., for Swatow.
LOYAL, German str., for Manila.
NICOMEDIA, German str., for Moji & Portland.
SAMSON, German str., for Swatow.
TEUCER, British str., for Manila.
VAUSHAL, British str., for Canton.

SHIPPING REPORTS.

The British str. *C. Apoc* reports: Light southerly wind, fine weather, showery on approaching Gey Rock.
 The British str. *Chongshing* reports: Strong South Westerly winds, high sea and heavy rain squalls.
 The Norwegian str. *Frithjof* reports: Moderate S.W. monsoon and fine weather.
 The British str. *Kaiyong* reports: Fresh breeze slight sea (S.W.) until near approach of Hongkong, latter heavy rain, misty weather.
 The British str. *Haitan* reports: From Fochow to Amoy, moderate breeze and sea. Amoy to Swatow, similar conditions. Swatow to Hongkong, fresh S.W. with heavy rain squalls and dull overcast weather.

VESSELS IN DOCK.

ARRIVALS DOCK.
Rowland Docks—*Boreas*, *Fume*, *Courfield*, *Arabia*, *Shantung*, *Hongkong*, *Aker*, *Likin*, *Cosmopolis* Docks.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HATTAN."
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 16th inst., at 2 P.M.
 For Freight or Passage apply to
DOUGLAS LAPRAIK & Co.,
 General Managers.
 Hongkong, 13th June, 1908. 957



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship
"NIPPON."
 Capt. E. Tarabochia, will leave for the above Ports TO-MORROW, the 16th inst., P.M.
 This Steamer has special accommodation for passengers, electric light, and carries a doctor and stewardess.
 For Freight or Passage, apply to
SANDER, WELER & Co.,
 Agents.
 Hongkong, 10th June, 1908. 3

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, July to December 1907. With Index. Price \$7.50.
 On sale at the "HONGKONG DAILY PRESS" Office.
 Hongkong 28th February 1907

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE &c.	CANDIA	Brit. str.	1	O. Jones, R.N.R.	P. & O. S. N. Co.	To-morrow.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	1	J. E. Ferguson	SHAW, TOMES & Co.	On 20th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	FACERBRO	Brit. str.	1	A. L. Valentini	P. & O. S. N. Co.	On 27th inst. at Noon.
LONDON &c. VIA USUAL PORTS OF CALL.	ARCADIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 18th July.
HAVE & HAMBURG VIA STRAITS &c.	DORTMUND	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 26th July.
HAVE & HAMBURG VIA STRAITS &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 9th August.
HAVE & HAMBURG VIA STRAITS &c.	SAKONIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERICA LINE	To-day.
LIBERON, HAVRE, BREMEN & HAMBURG	SCANDIA	Ger. str.	k.w.	Charbonnel	MESSAGERIES MARITIMES	On 23rd inst. at 1 P.M.
MARSEILLES &c. VIA PORTS OF CALL.	TOKIN	Fr. str.	1	T. Murat	NIPPON YUSEN KAISHA	On 24th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	HAKATA MARU	Jap. str.	1	N. Nielsen	MELCHERS & Co.	Beginning of July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SIAM	Dut. str.	1	G. Stenbrä	HAMBURG-AMERICA LINE	On 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	WAKASA MARU	Jap. str.	k.w.	Saot	HAMBURG-AMERICA LINE	On 15th inst. at Noon.
ANTWERP, ROTTERDAM, BREMEN & HAMBURG	BRISGAVIA	Ger. str.	k.w.	F. G. G. G.	SANDER, WELER & Co.	On 20th inst. P.M.
GENOA & MARSAILLES & HAMBURG	HELLAS	Ger. str.	k.w.	S. Olinak	ARNHOLD, KARBURG & Co.	About 25th inst.
GENOA, ALGERIA, GIBRALTAR &c.	PRINCE HENRI	Aut. str.	1	C. Lindbergh	CANADIAN PACIFIC R. Co.	On 18th inst. at Noon.
TRIESTE &c. VIA SINGAPORE &c.	TRIESTE	Aut. str.	1	G. S. Lapraik	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
BOSTON & NEW YORK	LENOR	Brit. str.	2 m.	T. W. Garlick	DOUGLAS, LAPRAIK & Co.	On 1st July.
VANCOUVER VIA SHANGHAI JAPAN &c.	EMPEROR OF JAPAN	Jap. str.	1 m.	J. Nagao	NIPPON YUSEN KAISHA	On 7th July, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN &c.	KAGA MARU	Jap. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 15th inst. at 5 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	TOGA MARU	Jap. str.	1 m.	St. John George	NIPPON YUSEN KAISHA	On 10th July, at Noon.
VICTORIA, B.C. & SEATTLE, WASH. &c.	TEIKO MARU	Jap. str.	1 m.	N. Mathieson	NIPPON YUSEN KAISHA	On 7th Aug. at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Ger. str.	1	W. von Sander	MELCHERS & Co.	About 26th inst.
AUSTRALIAN PORTS VIA PORT DARWIN	ADDENHAM	Brit. str.	1	H. Petersen	NIPPON YUSEN KAISHA	On 27th inst. at D'light
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	1	N. Mathieson	NIPPON YUSEN KAISHA	On 8th July, at Noon.
VLADIVOSTOCK	YUBODAS	Dut. str.	1	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE	AMIRAL EXELMANS	Fr. str.	1	V. McClymont-Liddell	JARDINE, MATHESON & Co., LD.	On 25th July.
YOKOHAMA & KOBE	CHONGSHING	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 17th inst. at Noon.
YOKOHAMA & KOBE	HAIPHONG	Brit. str.	1 m.	Richard	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
YOKOHAMA & KOBE	NIPPON	Brit. str.	1 m.	E. Tarabochia	JARDINE, MATHESON & Co., LD.	On 17th inst. at Noon.
YOKOHAMA & KOBE	HANGANG	Ger. str.	1	A. E. Sandbach	MELCHERS & Co.	About 17th inst.
YOKOHAMA & KOBE	GORDEN	Ger. str.	1	B. Wilhelm	OSAKA SHOSSEN KAISHA	On 18th inst. at 10 A.M.
YOKOHAMA & KOBE	BUJUN MARU	Jap. str.	1	M. Nemoto	P. & O. S. N. Co.	About 18th inst.
YOKOHAMA & KOBE	SOCOTRA	Ger. str.	1	W. R. Hickey	HAMBURG-AMERICA LINE	On 20th inst.
YOKOHAMA & KOBE	SAKONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 20th inst.
YOKOHAMA & KOBE	ISTRIA	Ger. str.	k.w.	Marin	MESSAGERIES MARITIMES	On 22nd inst. P.M.
YOKOHAMA & KOBE	CALEDONIE	Fr. str.	1	K. Sato	NIPPON YUSEN KAISHA	On 19th inst.
YOKOHAMA & KOBE	YETOROFU MARU	Jap. str.	1	M. R. Lake	JARDINE, MATHESON & Co., LD.	On 23rd inst. at Noon.
YOKOHAMA & KOBE	DEVANHA	Brit. str.	1	T. H. H. H.	P. & O. S. N. Co.	About 25th inst.
YOKOHAMA & KOBE	PETRONIA	Dut. str.	1	H. Pybus	JAVA-CHINA-JAPAN LINE	End of June.
YOKOHAMA & KOBE	TIMARA	Brit. str.	1 m.	H. A. Wall	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA & KOBE	SHOBU MARU	Jap. str.	1	Ijichi	OSAKA SHOSSEN KAISHA	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	DAIYU MARU	Jap. str.	1	I. Sakurai	OSAKA SHOSSEN KAISHA	To-morrow, at 10 A.M.
YOKOHAMA & KOBE	CHIRIA	Brit. str.	1 m.	Imben	BUTTERFIELD & SWIRE	On 21st inst. at 10 A.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2 h.	J. S. Roach	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
YOKOHAMA & KOBE	TEAN	Brit. str.	1 m.	W. Outerbridge	DOUGLAS LAPRAIK & Co.	To-morrow, at 2 P.M.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	1	S. J. Payne	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	RUEI	Brit. str.	1	R. Almond	SHAW, TOMES & Co.	On 20th inst. at Noon.
YOKOHAMA & KOBE	YUENHANG	Brit. str.	1 m.	T. Meyrick	JARDINE, MATHESON & Co., LD.	On 23rd inst. at Noon.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	1 m.	Mathieson	SHAW, TOMES & Co.	On 17th inst. at Noon.
YOKOHAMA & KOBE	KAIYONG	Brit. str.	1 m.	Weigall	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
YOKOHAMA & KOBE	ROBNO	Ger. str.	1	F. Sehill	JARDINE, MATHESON & Co., LD.	On 18th inst. at 4 P.M.
YOKOHAMA & KOBE	YOSHIO MARU	Jap. str.	1	B. Kon	NIPPON YUSEN KAISHA	About End of June.
YOKOHAMA & KOBE	FOOKSANG	Brit. str.	1	H. Koops	JARDINE, MATHESON & Co., LD.	On 24th inst. at Noon.
YOKOHAMA & KOBE	TEIKO MARU	Dut. str.	1			Quick despatch.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

DESTINATION	STRAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Tons 6161 WAKASA MARU, Tons 6285 Capt. N. Nielsen	WEDNESDAY, 24th June, at Daylight WEDNESDAY, 24th July, at Daylight
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	KAGA MARU, Tons 6301 TOGA MARU, Tons 5823 Capt. G. S. Lapraik Capt. J. Nagao	TUESDAY, 23rd June, at 4 P.M. TUESDAY, 7th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIPPO MARU, Tons 5539 KUMANO MARU, Tons 5076 Capt. T. Harrison Capt. N. Mathieson	FRIDAY, 10th July, at Noon FRIDAY, 7th August, at Noon
BOMBAY via SINGAPORE, SHANGHAI, MOJI and KOBE	YETOROFU MARU, Tons 4097 KAWACHI MARU, Tons 4165 Capt. E. Kon Capt. K. Sato	THURSDAY, 18th June, at Noon FRIDAY, 19th June, at Noon
KOBE and YOKOHAMA	KUMANO MARU, Tons 6101 Capt. H. Petersen	SATURDAY, 27th June, at D'light
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Tons 5076 Capt. N. Mathieson	WEDNESDAY, 8th July, at Noon

* Calling at Keelung.

* Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
 MANAGER. 356

EAST ASIATIC CO., LD.,
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
 ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STRAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOCK	"CURONIA"	About 5th July.

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS. 6

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
TREMONT	9,868	T. W. Garlick	On 1st July.
SUVEREIGN	9,868	W. Shotton	On 23rd July.
KUMERHO	9,868	Cowley	On 19th August.
SHAWMUT	9,868	E. V. Roberts	On 12th September.

* Storage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.

Hongkong, 10th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STRAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 22nd June, P.M.
MARSEILLES VIA PORTS	"TONKIN"	On 23rd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURNAI"	On 6th July, P.M.
MARSEILLES VIA PORTS	"POLYNESIE"	On 7th July, P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27th 10s. up to 27th 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
 QUEEN'S BUILDING. 2

Hongkong, 10th June, 1908.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LD.
 FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"
 Will be despatched for the above Ports on the 20th June, 1908.

To be followed by the Steamship
 "CAERNARVONSHIRE"
 sailing on or about 10th July, 1908.

For Freight or Passage, apply to
SHAW, TOMES & CO.,
 Agents.
 Hongkong, 12th June, 1908. 955

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT)
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZUKI and PORT SAID.
 Taking Cargo at through rates to the BRASSILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"TRIESTE"
 Captain S. C. C. C. will be despatched as above on SATURDAY, the 20th June, P.M.

This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Freight and Freight apply to
SANDER, WELER & Co.,
 Agents.
 Hongkong, 11th June, 1908. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"ALDENHAM"
 Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 10th June, 1908. 949

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"OCEANO"
 will be despatched for the above Ports on or about THURSDAY, the 25th June.

For Freight apply to
ARNHOLD KARBURG & Co.,
 Agents.
 Hongkong, 13th June, 1908. 993

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSHALLS	CANDIA Capt. O. Jones, R.N.	On 16th June	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOCOTRA Capt. W. R. Hickey	About 18th June	Freight only.
SHANGHAI	DEVANHA Capt. T. H. Hild, R.N.	About 25th June	Freight and Passage.
LONDON via USUAL PORTS OF CALL.	ARCADIA Capt. A. L. Valentini	Noon, 27th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSHALLS	PALERMO Capt. J. B. Ferguson	About 29th June	Freight only.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 15th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA ZAMBOANGA, THURS- DAY, ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transit to TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"KIUKIANG" "TEAN" "KALFONG" "HUICHOW" "CHILLY"	On 15th June, 4 P.M. On 16th June, 4 P.M. On 17th June, NOON. On 17th June, 4 P.M. On 18th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Saloons and Dining
Saloon.AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Saloons. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1908.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WANGSING"	Tuesday, 16th June, Noon.
SHANGHAI	"HANGSANG"	Wednesday, 17th June, Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 18th June, Noon.
SANDAKAN	"MAUSANG"	Thursday, 18th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KITSANG," "NAMSANG," and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan; if passengers leave the steamer at Yokohama and return at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.Taking Cargo on Through Bills of Lading to Kaitai, Lahad, Datu, Simporna, Tawau,
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HONGKONG, 15th June, 1908.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SUEZ and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.Taking Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
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Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	FOR LISBON, HAVRE, BREMEN & HAMBURG:
S.S. SAXONIA ... 20th June	S.S. SCANDIA ... 16th June
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR GENOA AND OR MARSEILLES &
S.S. ISTRIA ... 20th June	HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. HELLAS ... 18th June
S.S. SILVIA ... 26th June	FOR ANTWERP, ROTTERDAM, BREMEN &
FOR SHANGHAI, YOKOHAMA & KOBE:	HAMBURG:
S.S. SLAVONIA ... 8th July	S.S. BRISGAVIA ... 23rd June
	FOR HAVRE & HAMBURG:
	S.S. DORTMUND ... 12th July
	S.S. ISTRIA ... 26th July
	S.S. SAXONIA ... 9th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 11th June, 1908.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, S- GHEAT, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH" Capt. F. GROSCH	Wednesday, 17th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. B. WIEHLM	About Wednesday, 17th June.
MANILA, FRIEDR. WILHELM- HAFEN, SIMPSONHAFEN, SAMARAI, SYDNEY and MELBOURNE	"MANILA" Capt. J. MINSLEN	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ WALDEMAR" Capt. W. GENDEN	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SIBILL	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
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Hongkong, 15th June, 1908.

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Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-
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STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 20th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th June, Noon.

For Freight or Passage apply to

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GENERAL MANAGERS.

Hongkong, 15th June, 1908.

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Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	TONS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"LENNOX"	3,700	THURSDAY, 18th June	18th June	17th July
"EMPERESS OF JAPAN"	6,000	THURSDAY, 4th July	4th July	25th July
"EMPERESS OF CHINA"	6,000	SATURDAY, 11th July	11th July	4th Aug.
"EMPERESS OF INDIA"	6,000	SATURDAY, 25th July	25th July	15th Aug.
"EMPERESS OF AFRICA"	6,000	SATURDAY, 8th Aug.	8th Aug.	6th Sept.
"EMPERESS OF AUSTRALIA"	6,000	THURSDAY, 24th Sept.	24th Sept.	12th Oct.

S.S. "LENNOX" and "EMPERESS OF JAPAN" are Freighters only and do not carry Passengers.
"EMPERESS OF CHINA" and "EMPERESS OF INDIA" are Freighters only and do not carry Passengers.
S.S. "EMPERESS OF AUSTRALIA" and "EMPERESS OF AFRICA" are Freighters only and do not carry Passengers.THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
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14,500 tons register, thus providing a comfortable and speedy through route to Europe.

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Intermediate on Steamers

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian, Pacific direct Line.H.M.S. "EMPERESS OF AUSTRALIA" carries Intermediate Passengers only, at Intermediate rates
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OUESSENT	CEYLAN	25th Nov.
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No Passengers. Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
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Hongkong, 4th June, 1908.

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AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAKAO (DIRECT)	"SHOSHU MARU" Capt. I. ICHI	TUESDAY, 16th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"BUJUN MARU" Capt. M. NEMOTO	THURSDAY, 18th June, at 10 A.M.
TAMUI via SWATOW & AMOY	"DAIJUN MARU" Capt. I. SAKURAI	SUNDAY, 21st June, at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Saloon Amiships. Unrivalled Table
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.For Freight, Passage, and further information, apply at the Company's local Branch Office
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Hongkong, 15th June, 1908.

T. ARIMA, Manager.

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BAGGAGE collected, forwarded and insured at lowest rates.

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320

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
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TJIKINI	JAPAN	Second half June	JAVA	Second half June
TJILATAP	SHANGHAI	Second half June	JAVA	Second half June
TJIMAH	JAVA	Second half June	SHANGHAI	Second half June
TJILIWONG	JAVA	Second half June	JAPAN	Second half June
TJIPANAS	JAVA	First half July	SHANGHAI	First half July

The Steamers are all fitted throughout with Electric Light and have accommodation for a
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through Bills of Lading.

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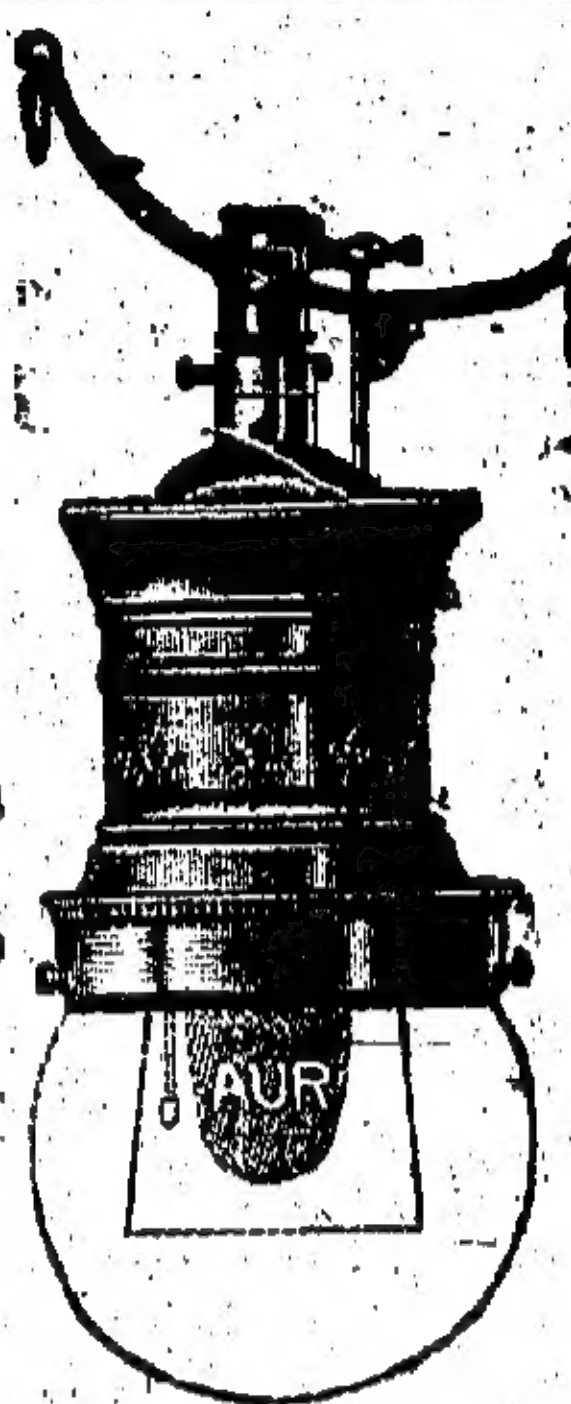
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18

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CHAIRS, TABLES, SETTEES &
LONG CHAIRS.
BAMBOO, BLINDS, MATTINGS
in all colours on Sale.All Orders receive prompt attention.
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Hongkong, 20th February, 1908.

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